



City of Seattle

Department of Construction & Inspections

Nathan Torgelson, Director

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3027716

Address: 6501 Roosevelt Way NE

Applicant: Bradley Khouri, B9 Architects

Date of Meeting: Monday, September 11, 2017

Board Members Present: Eric Blank, Chair
Brian Bishop
Anita Jeerage
James Marria

SDCI Staff Present: Abby Weber

SITE & VICINITY

Site Zone: Neighborhood Commercial 3, Pedestrian-85 (5.75) (NC3P-85)

Nearby Zones: (North) NC3P-85
(South) NC3P-85
(East) NC3P-85
(West) NC3P-85

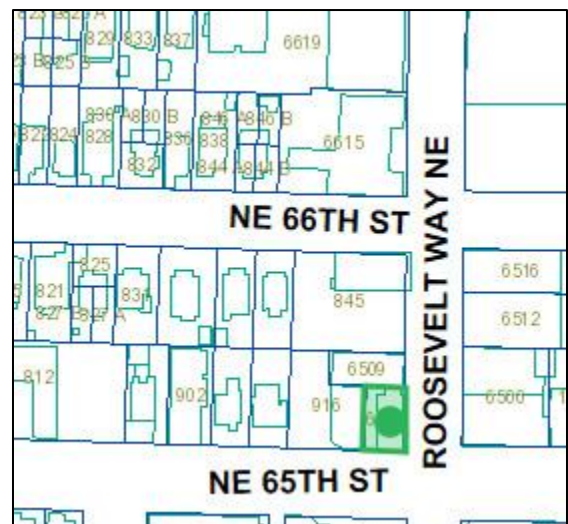
Lot Area: 2,783 SF

Current Development:

The corner site is currently developed with 2-3 story mixed-use structure with a gabled roof form. The ground-level contains a restaurant space with residential above.

Surrounding Development and Neighborhood Character:

The site is located at the northeast corner of the intersection of NE 65th St and Roosevelt Way NE. The Roosevelt Neighborhood Design Guidelines defines this intersection as a Gateway location. The site centrally located within the Roosevelt



Neighborhood Commercial Core, one block to the west of the future Roosevelt Link Light Rail Station.

The Roosevelt Neighborhood is undergoing a transition with higher-density mixed-use development occurring within walking distance of the future light rail station. Recent development is contemporary in style. Existing, older commercial development is typically 1-2 stories in height. There is a mix of existing architectural styles.

Access:

There is no existing or proposed vehicular access. There is no alley adjacent to the site. Existing and proposed pedestrian access occurs from both street frontages.

Environmentally Critical Areas (ECAs):

There are no known ECAs onsite.

PROJECT DESCRIPTION

The proposal is for a seven-story, 20-unit apartment building with ground floor retail. No parking proposed. Existing structure is proposed to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE September 11, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported massing Option 3, and appreciated that the proposed development will clean-up the sidewalk and improve the pedestrian experience.
- Supported the large amount of glazing along the commercial street frontage as it will maximize access to daylight.
- Appreciated the blank wall study, and pleased that the project is considering views of the site from afar. Particularly, from the I-5 and Roosevelt Ave corridors.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Generally supported the proposed development, however, concerned about the impact of the project on the pedestrian experience and general pedestrian safety.
- Concerned about existing problems with trash storage on the sidewalk, and would like the proposed development to address these concerns.

SDOT provided the following comments prior to the meeting:

- Protected bicycle lanes are planned for both Roosevelt Way NE and NE 65th St. This project is in the early development stages though the SDOT Vision Zero team, design and construction for the project is expected to occur in 2018.
- The site falls within the bounds of the Roosevelt Streetscape Concept Plan, which responds to changes to access, connectivity, and transit patterns with the opening of the Roosevelt light rail station in 2020. The plan recommends a generous pedestrian environment along NE 65th St.
- Along Roosevelt Ave NE, the project should preserve and protect the existing street trees and expand the tree pits. Recommend matching the streetscape look that the development to the north (6516 Roosevelt Way NE) installed to ensure a consistent pedestrian realm.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. Massing Options & Concept

- a. The Board discussed the merits of massing Option 1 and Option 3, however, they ultimately expressed unanimous support for the massing Option 3 – the applicant’s preferred massing option – as it creates a strong connection to the street, maximizes the commercial space and provides a well-located residential entry. (CS2-B-2, CS2-C-1, CS3-I-ii, PL2-I, PL3-C)
- b. The Board supported the architectural concept of a modern interpretation of the traditional architectural form with projecting bays, and noted that the horizontal connection of the bays along the upper and lower level created an opportunity to apply a unique material treatment within the recessed portions of the façade. The Board generally supported the direction the design was developing in, as expressed in the supplemental concept renderings presented. (CS2-A, CS3-A-2, CS3-A-4)

- c. The Board noted that the corner site is a prominently located and pivotal gateway in a neighborhood experiencing rapid redevelopment. The Board encouraged the applicant to view the proposed development as an opportunity to achieve a unique expression that redefines the architectural context. (CS2-A, CS2-C-1, CS3-A-2, CS3-A-4, DC2-A)
- d. The Board supported the proposed loft units as this design maximizes daylight for interior spaces and contributes to a mix of residential unit types. (CS1-B-2, CS3-I-ii)

2. Façade Composition & Blank Walls

- a. The Board supported the precedent images and blank wall analysis presented on pages 16-17 of the Early Design Guidance Packet. The Board encouraged further development of blank wall treatments that are reliant on materials and interesting patterns, as suggested by the precedent images. (DC2-B)
- b. The Board encouraged further development of a blank wall treatment that reflects interior uses and corresponds to steps in overall height, such as applying a unique treatment to the portions of the façade adjacent to the stair and elevator core. The Board noted that the expression of vertical circulation is strong. (DC2-B)
- c. The Board requested rendered views of the proposed development from various vantage points at the Recommendation phase, including views from I-5, NE 65th ST, and the Roosevelt Ave NE corridor, as well as eye-level pedestrian perspectives. (DC2-B)
- d. The Board encouraged the use of attractive, high-quality materials, and recommended brick at the ground-level. (DC4-I)

3. Pedestrian Experience & Bicycle Facilities

- a. The Board supported the commercial configuration of massing Option 3, as proposed. The Board noted that the larger, singular space appeared to hold the corner and created a stronger connection to the public realm. (CS2-C-1, CS3-I-ii, PL2-I, PL3-C-1)
- b. The Board encouraged further development of an interstitial space within the building setback along the commercial frontage, and they supported the notion of the commercial space spilling out into the public realm. (PL2-I, PL3-C)
- c. The Board supported the location of the residential entry in the northeast corner of the site as it is well-located to provide good pedestrian and bicycle connections to the future Roosevelt Link Light Rail Station. (PL4-B, PL4-C-3)
- d. The Board noted that the entry and internal path to the proposed bike storage area should be thoughtfully designed and appropriately sized for the bike users. The Board requested more information on bike storage and circulation at the Recommendation phase. (PL4-B)
- e. The Board heard public comment, and they noted that the proposed trash concept appears to be designed to minimize impacts to the pedestrian realm. The Board encouraged communication and early approval from Seattle Public Utilities, and they would like to see final details of how trash storage, circulation, staging and service will function at the Recommendation phase. (PL2-I, DC1-C-4)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of Early Design Guidance, no departures were requested.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Roosevelt Supplemental Guidance:

CS3-I Emphasizing Positive Neighborhood Attributes

CS3-I-ii.: Reinforce a vibrant streetscape:

- a. Apply a pedestrian-oriented design;
- b. Include multiple recessed entries; and
- c. Considering offering commercial and residential units of different sizes and at a range of price points.

PUBLIC LIFE

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Roosevelt Supplemental Guidance:

PL2-I Pedestrian Experience

PL2-I-i. Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged.

PL2-I-ii. Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

PL2-I-iii. Pedestrian amenities are encouraged where appropriate along side-walks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

PL2-I-iv. Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

PL2-I-v. If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

Roosevelt Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School’s masonry façade).

DC4-I-ii. The use of high-quality cladding materials, such as brick and terra cotta masonry; tile; natural and cast stone is strongly encouraged along commercial frontages, and scaled to pedestrian activity and scale, especially at the base and ground-levels. Concrete Masonry Units and high-quality concrete are also preferred over wood, metal, or cement-board claddings.

DC4-I-iii. Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.

DC4-I-iv. The use of more natural elements, such a brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.

- DC4-I-v.** Transparent, rather than reflective, windows facing the street are preferred.
- DC4-I-vi.** Use of transparent awnings is preferred in the commercial core.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.